

The Hongkong Telegraph.

ESTABLISHED 1861.

NEW SERIES No. 5045

四月二十日一十三號

MONDAY, JANUARY 8, 1906.

一拜禮

正月八日

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$8,500,000
RESERVE LIABILITY OF STOCKHOLDERS.....\$10,000,000

COURT OF DIRECTORS:
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Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

INTEREST ALLOWED:
On Current Account at the rate of 2 per cent per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 5 per cent. per annum.
For 12 months, 6 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 16th November, 1905. [21]

HONGKONG SAVINGS BANK.

The business of the above bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [22]

DEUTSCH ASIATISCHE BANK.
AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsinanfu, Tsingtao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

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DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Sub-Manager.

Hongkong, 1st September, 1905. [23]

Intimations.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moli, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.C.C. and A.1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokuo, Hondo, Ichinura, Kanbara, Mameda, Mannoura, Ocuru, Otsuji, Sasahara, Tsubakuro, Yonihonotani, Yohio, Yunokihara and other Coals.

S. MINAMI, Manager, Hongkong. [45]

WHEN YOU SEND YOUR "BOY" FOR
Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,
GENERAL STOREKEEPERS.
HONGKONG AND CANTON.

Hongkong, 20th September, 1905. [37]

D. NOMA, TATTOOER,
69, QUEEN'S ROAD, CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is guaranteed of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905. [38]

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Shipping Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338	G. F. Morrison, R.N.R.
" " "PATSHAN,"	2,260	R. D. Thomas.
" " "HANKOW,"	3,073	C. V. Lloyd.
" " "KINSHAN,"	1,093	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

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S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	385 tons	Captain W. A. Valentine.
" " "NANNING,"	509	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mabing, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES.—Canton to Wuchow. Single \$15.00. Return \$25.00.

Canton to Tak-Hing. Single \$12.50. Return \$21.00.

Canton to Samshui. Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

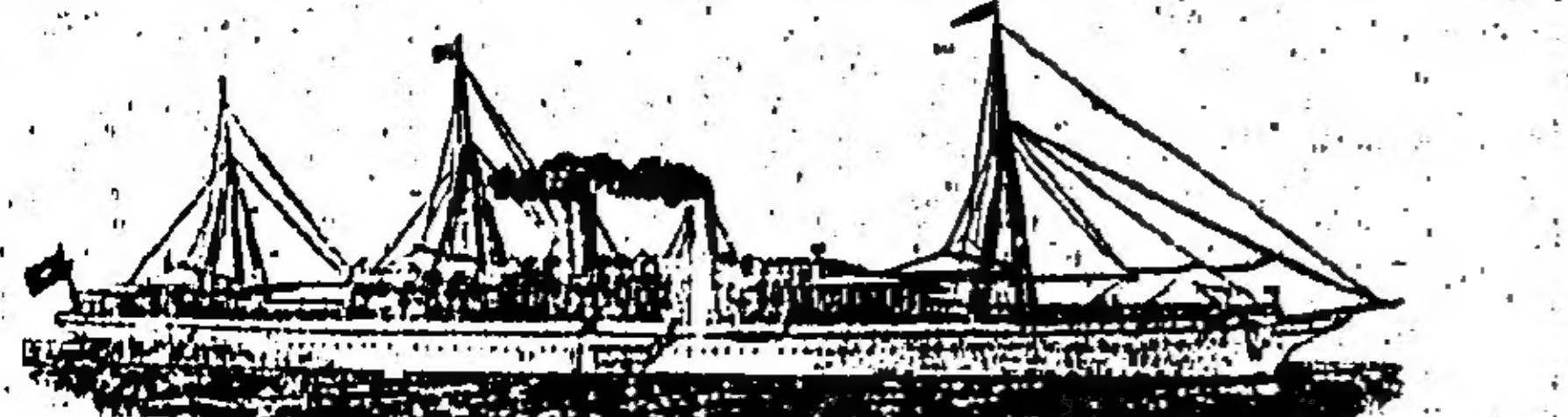
HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA,"	6,000	WEDNESDAY, Jan. 10.	Jan. 31.
"ATHENIAN,"	2,445	WEDNESDAY, Jan. 24.	Feb. 17.
"EMPEROR OF INDIA,"	6,000	WEDNESDAY, Feb. 7.	Feb. 28.
"TARTAR,"	4,425	WEDNESDAY, Feb. 21.	Mar. 17.
"EMPEROR OF JAPAN,"	6,000	WEDNESDAY, Mar. 7.	Mar. 28.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOREA, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$14 St. Lawrence £60. V1/2 New York £62.

Hongkong to London, Intermediate on 3rd Class, £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES. (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 13th December, 1905. CORNER PEDDER STREET and PRAYA, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OESTASIATISCHER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMER.	DESTINATIONS.	SAILING DATES.
AMERIA	HAVRE and HAMBURG.	17th Jan. Freight.
BRISGAVIA	(Calling at SPORE, PENANG & COLOMBO)	17th Jan. Freight.
BRUNSWICK	HAMBURG	24th Jan. Freight.
ALESSIA	(Calling at SPORE, PENANG & COLOMBO)	31st Jan. Freight.
RHENANIA	HAMBURG and STETTIN.	10th Feb. Freight and Passengers.
SPEZIA	(Calling at SPORE, PENANG & COLOMBO)	21st Feb. Freight.
BAMBIA	HAMBURG	7th March Freight.
SCANDIA	(Calling at SPORE, PENANG & COLOMBO)	7th March Freight.
SILESIA	HAMBURG	21st March Freight and Passengers.
ANDALUSIA	FOR ODESSA (DIRECT).	About Freight.
	(Calling at SINGAPORE and COLOMBO)	12th Jan. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin staterooms. Lighted throughout by Electricity.

Only qualified Doctors are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, KING'S BUILDINGS.

Hongkong, 8th January, 1906.

HOTEL CRAIGIEBURN.

THE ONLY HOTEL ON THE MAIN, near the Train Terminus, Tel. 18.

For Terms, &c., apply to the

MANAGER.

Hongkong, 8th January, 1906.

THE HONGKONG TELEGRAPH MONDAY, JANUARY 8, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD BREKES

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MAPLE, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS;

ALSO NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIHALTAH and SOUTHAMPTON to land Passengers and Luggage.

W.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

GNEISENAU

WEDNESDAY, 17th January.

ROON

WEDNESDAY, 31st January.

ZIETEN

WEDNESDAY, 14th February.

PRINZESS ALICE

WEDNESDAY, 28th February.

BAIERN

WEDNESDAY, 14th March.

PRINZ REGENT LUFTPOLD

WEDNESDAY, 28th March.

PRINZ EITEL FRIEDRICH

WEDNESDAY, 11th April.

SACHSEN

WEDNESDAY, 25th April.

PRINZ HEINRICH

WEDNESDAY, 9th May.

ROON

WEDNESDAY, 23rd May.

ZIETEN

WEDNESDAY, 20th June.

OLDBURG

WEDNESDAY, 18th July.

IMPROVEMENTS.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside, 614 ft. Width of entrance, top 88 ft., bottom 75 ft. Water on blocks, 37 ft. Time to pump out, 4 hours.

Length inside, 376 ft. Width of entrance, top 80 ft., bottom 48 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

These Docks are conveniently situated in Yokohama's harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 508, or 681.

Telegrams, "Dock, Yokohama," Codes

Intimation.

POWELL'S
LADIES'
DEPARTMENTS.
"Alexandra."
Buildings,"
Des Varen Road.

NOW SHOWING

TWEED
SKIRTS,
CLOTH
SKIRTS,
MOIRETTE
UNDERSKIRTS.

COATS,
CAPES,
and
JACKETS.

SILK

BLouses,
VIVELLA
BLouses,
DELAINE
SHIRTS.

GOLF JERSEYS,
KID BELTS,
SILK BELTS.

Slate, Tan, Beaver,
White and Black
KID AND SUEDE
GLOVES.

SMART
TRIMMED
MILLINERY.

NEWEST
DRESS
FABRICS
for Morning, Afternoon,
and Evening Gowns.

FIRST-CLASS
DRESS-MAKING

MODERATE CHARGES.
Satisfaction Assured.

Wm. POWELL, Ltd.,
HONGKONG

Hosueens, 1st January, 1906.

Entertainment.

THEATRE ROYAL,
CITY HALL,
HONGKONG AMATEUR DRAMATIC
CLUB.

"THE NEW BOY."
A Farical Play in 3 Acts.
By ARTHUR LAW.
will be produced on
FRIDAY, 12th January, 1906.
SATURDAY, 13th " "
MONDAY, 15th " "

Doors Open 8.30 P.M. Performance 9 P.M.

Prices 6s. 6s. and 1s.
Sailors and Soldiers uniform; half-price to
Pit Stalls and Pit.

Booking Office at ROBINSON PIANO CO.
Open on and after MONDAY, 8th January, from 10 A.M. to 4.30 P.M. each day.M. S. NORTHCOTE,
Business Manager.

Hongkong, 8th January, 1906. [84]

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1905. [18]

To Let.

TO LET.
NO. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905. [73]

TO LET.

A BUILDING at CAUSEWAY BAY, formerly
in occupation of the Steam Laundry
Co., Ltd.
No. 17, WONG-NEI-CHONG ROAD.
No. 5, CLIFTON GARDENS, Conduit
Road.
No. 1, RIPPON TERRACE.
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 2nd December, 1905. [72]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL

LADIES' AFTERNOON TEA-ROOM.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HÔTE at separate tables.
For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905. [30]

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 10th MAY, 1906. [25]

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINESE AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND
TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905. [90]

JAPAN AND KOREA.

JUDICIAL ADMINISTRATION AND EXTRATERRITORIALITY.

The *Shisei* refers to the question of judicial administration in Korea, which is undoubtedly one of the most important problems awaiting solution in that country. According to the provisions of Art. II. of the new Japan-Korea Treaty, says our Tokyo, contemporary with the existing treaties and conventions between Korea and foreign countries are retained under the altered status of the peninsula kingdom. It therefore follows that the exercise by the various Powers of their Consular jurisdiction, by virtue of extra-territoriality will continue until Korea frames laws and organises her Courts on modern lines, and in other ways shows herself capable of protecting the lives and property of foreigners residing in the country. Now that Korea has been placed under the care of Japan, it is the bounden duty of the latter country to institute judicial reform in Korea, with a view to the removal of Consular jurisdiction as speedily as possible. Those who will feel most inconvenience and incur possible loss owing to the existence of the extra-territorial system will be the Japanese and other aliens who are supposed to derive benefit from the system. The "open door" of the peninsula has now been assured by the new Treaty between Japan and Korea, and the residence and business transactions in Korea of Japanese and other aliens must follow as a natural consequence. Now there is no doubt that an increased number of foreign residents will bring a proportionately increased crop of lawsuits amongst people of different nationalities. Under the existing system, however, possible litigants are not only subject to complicated formalities and considerable inconvenience, but the chances of obtaining redress are uncertain. According to Treaty stipulations, a lawsuit, under the present system, must be heard in the Consulate of the country to which the defendant belongs. It is quite possible, however, that a business transaction which may be regarded as valid in the law of one country is invalid in that of another, and in such a case an unexpected loss must be borne by one of the parties. Further, people must feel uneasy as to which of the Consular Courts they would have to apply for redress in case of dispute. If the various parties concerned in a dispute are of several different nationalities, confusion would be worse confounded, as it is not at all unlikely that a cause upheld by one Court may be rejected by a second, and so on. Such a contingency, however deplorable, must be inseparable from the exercise of the Consular jurisdiction system, and will have a deterrent effect on the growth of business enterprises.

The inauguration in Egypt of the system of Mixed Courts, which is now in force there, continues the *Shisei*, must have originated in an endeavour to lessen the injustice and inconvenience that inevitably result from the extra-territorial system. The more business opportunities are opened in Korea the greater will become the necessity for the abolition of Consular jurisdiction, to be replaced by the administration of justice by properly constituted Law Courts for all people alike. The codification of necessary laws for Korea, which of course must be largely the work of Japanese, will take some time before it is accomplished. In the meantime, it is advisable that Japanese Law Courts should be established in Korea, and that all law cases in which Japanese and other aliens are interested should be adjudged in these Courts according to Japanese law. All foreigners in Japan are under the protection of Japanese law; and if the aliens in Korea could obtain the security of the rights so important in the development of the internal resources of the country, they would have no objection to coming under Japanese jurisdiction.

In another article the *Shisei* comments on the address Marquis Ito recently delivered to the journalists at Seoul. The gist of the views expressed by the Japanese statesman at the meeting was to the effect that Japan's policy towards Korea must be characterised by faithfulness and sincerity, and aim at leading her, along the right path by degrees, taking care to avoid bringing radical or strong pressure to bear on her. There exists a wide gulf between the Korean Imperial House, the Government, and the people, and though at times it may be necessary to bring more or less pressure to bear on the Government, the people must always be treated with all possible liberality and consideration, not only the Government. Marquis Ito was on; but all Japanese must bear this in mind, and, avoiding the oppression of Koreans, should endeavour to create a harmony of feeling between the two peoples. Otherwise the sympathy of the world would be with Korea, and the object which Japan had in view would be frustrated. Such is a synopsis of Marquis Ito's remarks as telegraphed to Japan. Commenting thereon, the *Shisei* remarks that the utterances of the Marquis are most reasonable and statesmanlike, and all Japanese ought to learn, mark, and inwardly digest them. The position Marquis Ito holds in the present relation between Japan and Korea gives his statements a particular weight and interest, and through it we are enabled to see his views as to the future policy of Japan towards Korea. The Marquis said that all the machinery of the Korean Government is under the prerogative of the Emperor of Korea. It must be understood, however, that, owing to the conclusion of the new Treaty and the superseding of the old conventions, the prerogatives of the Korean Emperor are no longer of an absolute nature. Moreover, the transference into the hands of the Japanese Government of diplomatic rights, as well as those of supervision and control of all branches of administration, must necessarily have brought about a change in the prerogative hitherto wielded by the Emperor of Korea.

The warning given to the Japanese by Marquis Ito continues the *Shisei*, that Koreans should be treated with all possible liberality and consideration, is most sensible, and to the point. The insults and acts of oppression directed to Koreans by some of the Japanese have long been frowned upon by thoughtful men, and the warning, coming as it does from the lips of Marquis Ito, will not fail to have a most salutary effect. The considerate treatment of Korea, as urged by the Japanese statesman, will no doubt have reference chiefly to social intercourse between Koreans and Japanese. Nobody who is conversant with the true condition of the Koreans will deny the fact, that in the government of the peninsula — for strictness and magnanimity of administration — To outward appearance Japan's programme in Korea seems to be almost completed, but, as usual, we know of Japan's policy in the peninsula has been that action has failed to accompany words. So it was after the war of 1864. One of the principal causes of Japan's failure in Korea has been the too rigid adherence to formality on the part of the Government, which preysed that prompt action which was required by the exigencies of the situation. This has often in the past afforded opportunities to consider for intransigence. The Japanese Government need not in making Korea a protectorate of Japan, search for precedents in other lands, under similar circumstances, and try to observe the rules in vogue there. There are no fixed rules

of procedure, and the various countries have geographical and historical reasons. Japan and Korea, unlike other countries in the same situation, are related by peculiar conditions, such as racial customs, language, and later, and once Japan established her suzerainty over Korea, she need not be hampered by precedents for the administration of her protectorate. There is no need for Japan to be unnecessarily anxious about the feelings of the Powers, who will probably have no objections to any reasonable measures Japan may adopt in Korea. The inevitable inference from the utterances of Marquis Ito, who has had considerable experience in Korean policy, must be, as we have outlined above.

Notice of Firm.

CHINA AND COAST PORTS STEAMSHIP COMPANY.

I HAVE, This Day, been appointed, as
MANAGER,
GEO. KEEBLE.

3 MacDonnell Road,
Hongkong, 12th December, 1905. [123—X]

Auction.

(BY ORDER OF THE MORTGAGERS).

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have
received instructions to sell by
PUBLIC AUCTION,
ON—

MONDAY,
the 15th day of JANUARY, 1906, at 3 P.M.,

at their SALES ROOMS,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY,

situate at Victoria, in the Colony of Hong-
kong, viz.—All that PIECE or PARCEL of GROUND,
situate at Victoria; aforesaid, and registered in
the Land Office as SECTION A of MARINE
LOT No. 104, containing by superficial mea-
surement 2,600 square feet and having a frontage
to Queen's Road Central of 30 feet and 6
inches or thereabouts and a depth of 80 feet;
On this Section stands the very valuable house
and premises, known as No. 15, Queen's Road
Central; All the said premises are held for
the residue of a term of 99 years granted by a
Crown Lease of Marine Lot No. 104 and
which Lease is dated 16th April, 1895.

For further particulars and conditions of
sale, apply to—

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagors,
or to

Messrs. HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 30th December, 1905. [130—X]

Intimations.

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 20th January, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905; declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 17th January, until SATURDAY, the 20th January, 1906, both days inclusive.

SIEWAN, TOME & CO., General Managers.

Hongkong, 5th January, 1906. [65]

NOTICE OF REMOVAL.

WE have this day REMOVED our Office
to KING'S BUILDINGS (3rd Floor,
West Side).

MACDONALD & CO.

Hongkong, 2nd January, 1906. [77]

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have

always a large assortment in stock.

The oldest established EUROPEAN

BAKERS in the Colony.

Hongkong, 30th September, 1905. [61]

CLARETS.

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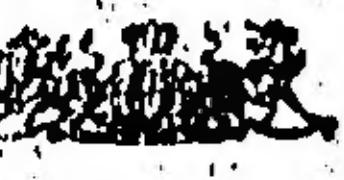
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CLARETS.

6. QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have

Intimations.



E

BLEND.

VERY OLD
LIQUEUR
SCOTCH

WHISKY.

Per Dozen - - \$16.50

A. S. WATSON & CO.,

41 STEVENS

WINE & SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

(34)

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL

SILVERIES

FROM

SANDEMAN, BUCK

& CO.,

XERES, SPAIN.

THE

OLDEST FAVOURITES

in the East.

Hongkong, 25th July, 1905.

(36-17)

NOTICE.—All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messengers. On copy sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 10 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 31st December, 1905, at Shanghai, the wife of JOHN HARVEY, of a daughter.

MARRIAGE.

On the 6th instant, at the Peak Church, MARY LOUISA, daughter of Edwin Harlow, London, to WILLIAM LENARK CARTER. [100]

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 8, 1906.

THE SANITARY BOARD
ELECTION.

Through the retirement of Mr. H. E. Pollock, K.C., and Mr. Ahmed Rumjahn from the Sanitary Board it is necessary that two representatives of the ratepayers in Hongkong should be elected to fill the vacancies, and the election has been fixed to take place on the 22nd inst. So far, only one candidate has come forward, but from the appearance of this gentleman, and his manifold qualifications for the office of member of the Sanitary Board, we are inclined to believe that the ratepayers will be as well and truly served by those elected to the new vacancies as they were by the two members who have just resigned. The candidate first in the field is Mr. A. Shelton Hooper, secretary of the Hongkong Land Investment and Agency Company, Limited. Those who are aware of the wide interests, represented by Mr. Hooper, as secretary of the largest land association in the Colony, are bound to acknowledge that, in him the ratepayers have a candidate whose claims for their suffrages are unrivaled.

It is nearly nineteen years since Mr. Hooper came to the Colony, appointed to the Government Civil Service by the Secretary of State for the Colonies. For three years, Mr. Hooper held the position of Assessor, an office which naturally brought him into touch with those very questions which immediately concern the Sanitary Board. He had to inspect every tenement in the Colony for rating purposes, so that he may be said to have acquired a very special and inside knowledge of the Colony's conditions, its sanitary requirements, and its immediate needs generally. But that was in the early days of his connection with Hongkong; since that time he has widened and increased in every respect his initial acquaintance with the Colony, particularly with regard to buildings, the duties of landlords, great and small, and the character of the people who occupy tenement houses. In 1889 he was appointed secretary of the Hongkong Land Investment and Agency Company, and acting in that capacity he has become conversant with every question appertaining to the ownership of property, representing, as he does, both legally and officially, the largest property-owners in the Colony. More especially has he gained a practical and working knowledge of the Public Health and Buildings Ordinance, by which the Sanitary Board itself is constituted. When the Bill containing the clauses under which it was proposed to bring the Ordinance into operation first came before the public, it affected property to such an extent that the European landowners in the Colony formed themselves into a Committee having as its object the defeat of the Bill in its original form. Mr. Hooper was the Chairman of that Committee. The most experienced architects in the Colony were employed as the advisers of that Committee, counsel were engaged, and a petition was sent to the Government pointing out the injustice which would be caused if the Bill were passed into law. The Committee also recommended certain alterations and modifications in the Bill. As a result of these representations, backed by high and influential names, the Government, in the main, followed the advice of the property owners and amended the Bill. Although property-owners still contend that there is great room for further amendments in the Ordinance as passed, the fact that Mr. Hooper was Chairman of the Committee which obtained the alterations and modifications of the original Bill should be a guarantee of his acquaintance with that measure, and his understanding of its provisions. On one point Mr. Hooper has made it clear that he is in sympathy with the efforts of the Sanitary Board to keep the city sweet and clean. He contends that property-owners in Hongkong fail to recognise

where their own interest lies. If they do not keep their property up to the highest sanitary level, it does not pay to have insanitary premises, which is the crux of the whole matter. On another point Mr. Hooper has expressed his views. He states that when the Government attempt to do anything in the way of confiscation without adequate compensation he will, if elected, offer strenuous opposition to the proposal, holding that the principles approved by the House of Commons should be followed in Hongkong. These are some of the points on which Mr. Hooper has strong and sound convictions. He is eminently the man for the Sanitary Board. He possesses the knowledge, born of long experience, of the sanitary and conservancy requirements of the city; he is critical, honest and disinterested; and it will be a very strange and remarkable thing if he does not head the poll at the forthcoming election.

THE LAW OF THE ELECTION.

One phase of the forthcoming election of members to the vacancies on the Sanitary Board which has aroused no little remark is the curious wording of the notice appearing in the Government Gazette with reference to the election. The ratepayers entitled to vote are (1) those who are included in the special and common jury lists; and (2) those ratepayers who are exempted from serving on juries on account of their professional avocations. Such is the order as laid down in Section 8 of Ordinance No. 1 of 1903. But the notice in the Gazette has the addition "for the year 1905"; that is to say, that the ratepayers entitled to vote must have been on the special and common jury lists for last year. The same requirement does not, evidently, attach to the professional men who are ratepayers. Now what is a ratepayer, may be asked, after reading these rules? The Government by this notice in the Gazette defines a ratepayer as one who has paid his rates. But we contend that the Government has most unfairly limited the list of ratepayers. Take the case of one who had been a ratepayer six months ago. He proceeds to Europe, on furlough, but before leaving gives up his house, sells his furniture and leaves nothing on which rates are payable. The ex-ratepayer returns to the Colony on 1st January, 1906, takes a house, and pays his rates, in advance, as required by the law. Is such an individual not a ratepayer and entitled to vote, quite as much as the person who has remained in the Colony and paid his rates right along, up to and including December? The Government says "No," but few will endorse that decision. Yet that does not end the matter, for the Government notice in the Gazette says "No ratepayer will be allowed to vote, unless he produces, to the undersigned the receipt for the rates paid by him for the month of December, 1905." In other words, the Government demands proof that the rates have been paid, although the ratepayer has done so through his landlord. We hold that the Government has no right whatever to demand proof of a tenant that he has paid his rates, nor has the Government any right to suggest that a ratepayer is in arrears. The landlord collects the rates from his tenant and is responsible to the Government for those rates whether collected or not. If he fails to collect from the tenants then he has the law at his back, and can by all legal means compel the tenants to pay. In Britain there are "owner" and "occupier" rates so that there is no question on the point—each has to pay separately; but here the landlord is responsible and if he has paid the rates on his property—as most assuredly he will be required to do by the Government in midterms—then the assumption is that the tenants have paid him, that he has recouped himself, in fact, in one way or another; and these tenants, provided they comply with the other requirements, are certainly entitled to vote. So long as a man can satisfactorily prove that he is liable to pay rates, then that should be sufficient proof that he is a ratepayer entitled to vote. Most tenants in Hongkong pay to the landlord so much for rent and so much for rates. A man with a house rented at \$100 a month hands over to his landlord \$113, as a matter of course. The receipt he gets in return may not specify that the payment was for rent and rates; it may simply read "To rent in December, 1905—\$113." Should the Government keep to the actual words of the paragraph quoted above, that ratepayer would find himself non-suited, so to speak, without a vote and without a right to claim a vote. The above has been written on the assumption that the Government was entitled to demand the production of a receipt for rates paid in December last. But the election is to be conducted we are distinctly told under Schedule C of the Ordinance. What does Schedule C say about that receipt? It does not even mention the word "receipt" in any of its eleven rules! What right then has the Government to demand the production of such a receipt at all, when (unless the Governor in Council has amended

the rules, and that is hardly probable) they are flying in the face of the law? The whole question of receipts, and the date when the rates have been paid, and who paid them and all the rest of it, have been imported into the notification of the forthcoming election without any apparent authority. If these anomalous features are carried into effect in their entirety there is little doubt but that a Court would uphold any protest made upon the issue of the election, which would thereby be rendered null and void. But a protest would mean money and nobody thinks it worth the trouble and expense. Only the principle of adding irregular features to a legal document is absolutely wrong.

LOCAL AND GENERAL

The "Nippon" Yuzen Kaisha's service to Bombay is to be changed from monthly to bi-monthly. Five steamers are to be placed on the run and the Japanese terminus will be Osaka instead of Yokohama.

RETURN OF VISITORS TO THE CITY HALL LIBRARY AND MUSEUM FOR THE WEEK ENDING 21ST JANUARY.—LIBRARY—NON-CHINESE, 236; CHINESE, 101; TOTAL, 337. MUSEUM—NON-CHINESE, 97; CHINESE, 2,262; TOTAL, 2,359.

A CHINAMAN named Lo Wa appeared at the Magistracy this morning charged with decaying a male child named Wong Kan, seven years of age, from his parents on Dec. 18th last, at No. 62 Bridge's Street. The case was remanded for further evidence.

THE KOBE HERALD has been informed by the local office of the N.Y.K. that either the s.s. "Nikko Maru" or the s.s. "Yamato Maru" will be put on the berth for Australian ports in the latter part of January or thereabouts, the resumption of the regular service to follow soon.

SUN Tok Ki, who styles himself a trader, was charged at the Police Court this morning for obtaining from one Ling Kau, a money-changer, No. 79 Queen's Road West, the sum of \$100 with intent to defraud. Mr. P. W. Goldring appeared for the defence. The case was formally adjourned until Friday next, bail being allowed in the sum of \$500.

THE CHINESE are making Des Vieux Rond West a regular dumping ground, your Worshippers, said the W.D., said Sergt. Gordon at the Police Court this morning when a Chinaman was charged for dumping refuse in that vicinity. "Are they?" remarked Mr. F. A. Hazeland. "Pay a fine of ten dollars."

At the Shanghai Mixed Court on the 2nd inst. before Mr. King, assistant Magistrate, and Mr. J. H. Arnold, American Assessor, a chair-coolie was charged with plying for hire with an unlicensed sedan chair, contrary to Municipal regulations. The accused was finally fined \$3, the execution of same to await the consideration of the Consular Body and the Tao-tai.

AN AGED CHINAMAN was charged before Mr. F. A. Hazeland this morning for selling intoxicating liquors and kerosene oil without the necessary licences at Hanghom on the 3rd instant. His Worship imposed a fine of \$100 on the first charge and \$50 for storing the oil, and the liquor and vessels containing it, to be forfeited, while a sum of \$15 was to be given to the informer, if the fine was paid.

NEWS has been received in Kobe of a fire on board the barque "Challenger," 1,329 tons, Capt. Pedersen, off Minabe, on 27th ult. The vessel was carrying a cargo of fish-manure, and the captain telephoned to Osaka for a tug. This assistance was despatched, but a further telegram on 28th inst. stated that the vessel was still on fire, and sinking. A later message from Minabe received on 29th states that the "Challenger" has been filled with water, and sunk.

WE very much regret to have to announce the death at Shanghai on 1st inst. of Mr. J. B. Kremer, formerly Captain in the French Colonial Infantry, and lately Chef de la Garde Municipale Francaise. The late Captain Kremer was an invaluable public servant, and during his twelve years' residence in Shanghai he and his amiable family have been extremely popular with all who knew them.—N.C.D. Nitro.

THE DAISIN-MARU, a steamer of 1,300 tons, which has been built at the Mitsu Bishi Yard, Nagasaki, to the order of the Osaka Shosen Kaisha, left Nagasaki on the 27th ult. for Osaka. The "Daisin-maru" is a sister-ship of the "Datchi-maru" recently built by the Osaka Tekkojo (Osaka Ironworks) for the Tientsin line. During the winter season, when the Peiho is frozen, the new steamer will be put on the Tairen or Korean line with the "Datchi."

A CORRESPONDENT asks us to direct the attention of the authorities to the ricksha nuisance which occurs every afternoon at the Happy Valley, at the entrance to the Naval and Military football grounds. He says that after a match is over an exit is sometimes impossible owing to the gateway being blocked by these coolies touting for fares. Our correspondent suggests that a policeman should be on duty in this vicinity to check the coolies.

UNDER instructions from the Shanghai Tao-tai, Mr. Kuan, the Mixed Court magistrate, has posted a proclamation in front of his yamen asking all Chinese who suffered through loss of relations, lives, or injuries of person, or in goods and chattels during the recent riots, to present detailed, written statements of the same so that their cases may be taken into consideration by the higher authorities, whereby the deserving are to be indemnified proportionately. Persons are, however, warned not to present false claims.

THE TSETSU-MARU, a steamer now being built at the Mitsu Bishi yard, Nagasaki, to the order of the Osaka Shosen Kaisha, was launched on 27th ult.

AT the instance of Inspector Gauld, eleven coolies were paraded before Mr. F. A. Hazeland at the Magistracy this morning, on a charge of gambling, and three others for keeping a common gaming house at No. 5 MacGregor Street, at Wanchai. Evidence was taken. The first defendant was fined \$100, the second and third \$50 each, and the remainder \$3 apiece. A similar charge was made out against nineteen men—two for keeping a gaming house at Yau-mai and the remainder for gambling. Mr. P. W. Goldring appeared for the defence of the first two defendants. The others pleaded guilty to the charge. The case of the first three defendants was adjourned until Wednesday. The remainder were fined \$5 each.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FARNHAM, BOYD'S.

PROPOSED WINDING-UP.

RE-CONSTRUCTION SUGGESTED.

SHAREHOLDERS CALL SPECIAL MEETING.

[From Our Own Correspondent.]

Shanghai, 8th January,

12.10 p.m.

A number of shareholders in S. C. Farnham, Boyd & Co., Ltd., have decided to call a special meeting of the Company to be held at an early date.

The object of this extraordinary general meeting is to discuss a resolution, which will be put to the meeting, proposing that the Company, as at present constituted, should be wound up.

It will be proposed, further, that the Company be re-constructed on a popular basis, so as to meet the requirements of the situation, and the wishes of the shareholders.

SPORTS.

ASSOCIATION FOOTBALL.

On Saturday afternoon on the Naval Football ground, at Happy Valley, a match was played between H.M. ships "Tamar" and "Hogue," in the competition for the China Squadron Football Challenge Shield. The first half of the game was rather even, though the "Tamar" stood on the aggressive a while and just before half-time Woolley netted a goal. The "Hogue" could not equalise in the second half, the "Tamar" winning by a single goal.

Early on Saturday afternoon the Royal Engineers played the Army Staff in the third round of the Soldiers' Club Football Shield. A good game being exhibited the score was one all at half-time, with the Army Staff pressing hard. Everyone present expected the game to be drawn when a foul occurred within the penalty line of the Army Staff, and the R.E.'s were awarded a penalty-kick. Healey took charge and piloted the ball into the net. The Engineers therefore won by a to nil.

Immediately after the last mentioned match terminated the West Kents met the Naval Yard for the shield. For a few seconds the Naval Yard did some good work, but when the soldiers settled down to play, "they had not a leg to stand on." The dashing play of the West Kents, coupled with good combination, was too much for the Naval Yard, who were defeated by eight goals to nil.

HOCKEY.

On the Military Hockey ground at Happy Valley on Saturday afternoon, H.M.S. "Hecla" played the 12th Baluchis a friendly game. The Indians again proved superior and won by four goals to nothing.

CRICKET.

PARSEES v. LUSITANO C. C.

The Parsees won this match by 74 runs. Following are the scores:—Parsees:—Battal 19, Vasunia 52, Balki 9, Taraphoria 17, Captain 0, Sanga 6, K. Jamshedji 0, Mowdayala 10, Chinoy not out, 0; Karanji, Bejouji not bat; Byes 10; total 123.

Lusitano C. C.:—Ivanovich 0, H. Silva 0, Remedios 0, Roza 0, J. Lopes 29 not out, Carvalho 0, Rodrigues 3, F. Silva 5; C. Silva 0, Barradas 4, Soares 0, Byes 1; total 49.

THE JAPANESE IMPERIAL DIET.

JAPAN'S RELATIONS WITH OTHER COUNTRIES.

The twenty-second session of the Imperial Diet was formally opened on 28th ult. by his Majesty the Emperor, with the usual ceremony. The Imperial Message, read personally by the Emperor in the House, is as follows:—

"Lords and Gentlemen.—By the aid of the Army and Navy officers, competent officials, the members of the Diet, and by the loyalty of our faithful subjects in general, we have laid down Our arms with glory to ourselves and restored friendship with Russia. We are very happy to see that the relations of Our Empire with the Treaty Powers are increasing in cordiality. By a series of agreements concluded with Korea, the relations of Our Empire with that country have been brought much closer. It is necessary to promote friendship more and more with Korea, and to endeavour to discharge Our duty in guiding the Koreans into the path of civilisation."

"We have directed our Ministers of State to submit the Budget for the 29th fiscal year and projects of law to the deliberation of the Diet. You are requested to discharge your duties in harmonious co-operation, keeping in mind the progress and destiny of Our Empire, and aiming at future prosperity."

Prince Tokugawa, President of the House of Peers, received the Imperial Message, and his Majesty left the House at 11.30 a.m. for the Imperial Palace.

MAILS DUE.

Indian (Kutzing) 9th inst.

American (Doris) 10th inst.

French (Caledonia) 9th inst.

Canadian (Athabasca) 11th inst.

English (Arcadia) 1

TELEGRAMS.

[Reuters.]

The Repatriated Japanese
Prisoners.

London, 5th January.

The Vancouver, with 936 repatriated Japanese prisoners of war, has passed Port Said.

The Battle of Tsushima.

ADMIRAL ROZHDESTVENSKIY'S

PRIVATE OPINION.

Admiral Rozhdestvenskiy, in his communication to the *Novaya Vremya*, explains that the permission to publish the letter did not imply that the Ministers agreed with the views expressed therein, especially as permission was given without the letter having been censored.

The allusion to Great Britain was Admiral Rozhdestvenskiy's own private opinion.

Russia.

Later.

Russian advices continue to report serious trouble in different parts of the Empire showing that the revolution is in nowise wholly repressed.

The United States Currency.

IMPENDING PANIC.

Mr. Schiff, the well-known banker of New York, in a speech, predicts that a panic, exceeding all previous experiences, will occur, unless the currency is reformed and made more elastic.

The speech has made a great impression.

The Morocco Conference.

6th January.

The American delegates at the Morocco conference are instructed to prevent Franco-German friction, and to maintain the open door.

The Chinese in the Transvaal.

The Standard quotes Counsel's opinion that Lord Elgin acted illegally in stopping the importation of Chinese to the Transvaal, and says that the power rests solely with the Privy Council.

The British Army.

The Standard understands that the Secretary of State for War will restore five years with the colours and seven in the reserve.

The Elections.

The elections are marked by increasing rowdism.

Mr. Balfour speaking in Manchester was constantly interrupted, and the police had to be summoned to eject the offenders.

[N. C. D. News]

The Chino-Japanese Treaty.

Peking, 10th December.

The *Peking Kungfu*, an official organ of Viceroy Yuan Shih-kai, gives the gist of the Chino-Japanese Treaty regarding Manchuria, as under:

Art. I provides for the lease of the Liaotung Peninsula to Japan.

Art. II concerns the lease of the Chinese Eastern Railway.

Art. III relates to the lease of the mines along the Chinese Eastern Railway.

Art. IV provides that the military railway between Antung and Mukden, under certain conditions for redemption by China shall be left as at present.

Art. V provides that the Ussimintun-Mukden railway shall be left as it is.

Art. VI permits Japan to build a railway between Kirin and Changchun.

Art. VII concerns the trade relations of Manchuria and Corea.

Art. VIII names the new towns to be opened for foreign trade.

Art. IX engages that the military telegraphs and post-offices shall be left as they are.

Art. X provides for the withdrawal of railway guards under certain conditions.

Art. XI relates to the civil administration of Manchuria.

Art. XII provides for the unity of the Eastern Provinces.

Art. XIII establishes a Chino-Japanese joint enterprise in the timber-felling bus ness along the Yalu.

This seems to be an authentic summary of the Treaty.

AN APPEAL TO THE EMPEROR.

EXCITING SCENE AT TOKYO.

The *Japan Chronicle* of 30th ult. says:—On Thursday morning an attempt was made by a Japanese to make a personal appeal to His Majesty the Emperor during the Imperial journey to the House of Peers, with the object of opening the Diet. When the procession approached the House of Peers, a man decently dressed in *haori* and *hakama* sprung out of the crowd along the roadside, approached the Imperial carriage, and attempted to present a petition to His Majesty. The man fell to the ground before being able to present the petition, and was immediately pounced upon by the police. The petitioner said he was a native of Okayama prefecture, named Fujiwara Hidetaro, and gave his age as 43. He attempted to make the personal appeal to His Majesty with the object of craving the Imperial benevolence and special pardon for Mr. Kono and other leaders of the Hibiki anti-peace meeting; who are charged with having attempted to hold a prohibited meeting.

Later investigations show that the man was formerly a teacher in elementary schools or a clerk in a village office. He taken an all-absorbing interest in politics, and has spent his means in this way.

CLAIM FOR COAL.

S.S. "PAUL BEAU" SUED.

In Admiralty jurisdiction this morning, His Honour, Sir Francis Piggott, Chief Justice, presiding, the Sam Hing Firm sued the s.s. *Paul Beau*, for the recovery of the sum of \$5,390.60, being the price of coal supplied to the defendant steamer by the plaintiff firm between May and July 1904.

Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Cristi, appeared for the plaintiff firm, and Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, appeared for the defendant vessel.

In opening the case, Mr. Slade said this was a case brought by the Sam Hing Firm, who were coal merchants, carrying on business at Nos. 28 and 30, Pottinger Street in this Colony, against the s.s. *Paul Beau*, a steamer which had for the past two years been trading between Hongkong and Canton. The coal was supplied in 1904.

Mr. M. W. Slade said this was a test case. There was a precisely similar action against another ship of the same company for the same supplies, and the parties had agreed to let the decision in one action govern the other.

The plaintiff's were requested by Kwok Yik Ting, representing himself as the agent of the *Paul Beau*, to supply coal to that vessel, and the coal was supplied to the captain and owners. Under the English law the suppliers of goods to a ship had a right of claim against that vessel for the price thereof, and could arrest her and hold her against the amount due.

Mr. Pollock said that he objected to the reference to the English law, as the steamer was a French steamer, under the French flag, and the case must be dealt with by the law of that flag.

Mr. Slade said the supplier of goods to a ship had a lien on that ship, when he had given credit to the charterers.

He would deal with the French law later.

Mr. G. Liebert, French Consul, here entered the Court, and watched the case on behalf of the defendant steamer.

Mr. Slade, continuing, said that the coal was received on board, and receipts given by the officers theron, and the cost had never been paid and was still due and owing.

The defendants admit the *Paul Beau* was plying between Canton and Hongkong during the period mentioned and that coal was supplied to her, that coal was supplied to the order of Messrs. Trevoux and Co., the then owners of the *Paul Beau*, and not to the order of the steamer. The defendant steamer denies owing any money for coal supplied, or liability for any claim for coal, and enter a counter claim for damage sustained by reason of the plaintiff's causing the wrongful arrest of the *Paul Beau*, on account of the loss of the services of the said steamer, during the period of such arrest.

At the time of the supply of the coal the plaintiffs were not aware of Messrs. Trevoux and Co.'s existence.

Mr. Pollock: I would ask your Lordship to make a note of that, "the plaintiffs were not aware of the existence of Messrs. Trevoux and Co." It is an important point.

Mr. Slade: I think not; the plaintiffs were not aware of their existence at the time. Of course, they became aware subsequently that there was a firm of Trevoux and Co., and they had been owners at one time of the *Paul Beau*, and another vessel of the same sort.

Mr. Pollock: It is an important point and I must ask your Lordship to note it.

Mr. Slade then proceeded to quote the English Admiralty Court Act of 1850, when Mr. Pollock objected, saying he doubted the jurisdiction; this was a case of coal supplied to a foreign ship in a foreign port, and the English Admiralty Act did not apply.

His Honour: But is not a ship liable, under any law, for goods supplied, necessary to its proper navigation?

Mr. Pollock: I submit, my Lord, that the person ordering such goods is alone liable.

A lengthy discussion then followed as to the rights of the law of the flag, His Honour holding that it had generally been accepted of late that the law of the flag did not follow a vessel all over the world.

Mr. Pollock said he was not in any way arguing against the jurisdiction; as he fully admitted the jurisdiction of this Court, but the question to consider was under what law the case was to be dealt with.

The case is proceeding.

Paul Beau: Witness did not ask who the owners were.

Mr. Pollock: Why did you not ask the name of the owners of a steamer to which you were supplying coal?—I trusted the steamer.

And you call yourself a business man? where would you have been if the steamer had not come back to Hongkong?—Well, I should have waited and then seen what was to be done. I would not have looked to Kwok Yik Ting for the amount of the bill.

When the coal was ordered witness was asked to supply it on credit, the coal to be paid for in 40 days. He first heard of Trevoux, as the agents of the *Paul Beau*, in July, 1904, but did not remember the actual date. Nothing was said then about the bill being made in the name of Trevoux, but after the bill was sent in, he was asked to alter the bill from the name of the Captain of the *Paul Beau* to that of Trevoux. Witness did not make out the bill, but he saw it and it was made out. The captain and owners of the steamer *Paul Beau*, Tung Shuk Hing, made out that bill. When it was brought back from the captain the words mentioned were scratched out, and the accountants who brought it said that a new bill must be made out in the name written on the top; and that was "Trevoux and Co." A fresh bill was made out, and witness saw it. On that bill there was no mention of the captain and owners of the *Paul Beau*. The old bill was kept in the shop. Looking at a bill produced witness said that was the old bill.

Mr. Slade objected to witness seeing that bill.

Mr. Pollock: Very well, put it in; and don't let witness see it.

Witness, continuing, said that from memory he could only say that the *Paul Beau* was mentioned, but did not remember if there was any other steamer mentioned. He did not think the *Charles Hardouin* was mentioned. The word "Agents" was added to the name "Trevoux and Co." That was done at witness's direction. The bill was then sent to Kwok Yik Ting, and the latter sent it back a second time, and at his request a new bill was made out, leaving out the word "agents." Kwok Yik Ting was not a witness for the plaintiff. Witness left out that word as Kwok Yik Ting said "leave out the word 'agents' and you'll get your money." When he had the bill made out he did not intend to claim the money from Trevoux, but from the ship first. He was in Canton when the second bill was made out. The transaction was carried out by his *ofici*, and he did not care what name was on the bill; he only looked to the ship for his money. He went to Canton 40 odd days after the dealings. Kwok Yik Ting knew witness was in Canton when he sent the bill to be altered. Witness did not see the first bill after it was altered. He was present when the first bill was made out, but knew nothing about the second bill, until he returned from Canton. Yung King Wan was the accountant in witness's shop; he was not a witness to the bill after it was altered. He was present when the first bill was made out, but knew nothing about the second bill, until he returned from Canton. Yung King Wan was the accountant in witness's shop; he was not a witness to the bill after it was altered. Witness did not see the first bill after it was altered. He was present when the first bill was made out, but knew nothing about the second bill, until he returned from Canton. Yung King Wan was the accountant in witness's shop; he was not a witness to the bill after it was altered. Witness did not see the first bill after it was altered. 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OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	9th January.
GLASGOW and LIVERPOOL	"SAINT BEDE"	11th "
GLASGOW and LIVERPOOL	"OOPACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "

S.S. "Antenor" left Singapore on the 4th inst. p.m., and is due here on the 9th. The Chartered S.S. "Saint Bede" left Singapore on the 3rd inst., and is due here on the 11th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th January.
"GENOA, MARSEILLES & L'POOL	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
"GENOA, MARSEILLES & L'POOL	"PATROCLUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

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VICTORIA, SEATTLE, TACOMA and ALL PACIFIC COAST PORTS, <i>via</i> NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.
"VICTORIA, SEATTLE, TACOMA and PACIFIC COAST"	"YANGTSE"	24th February.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.
"PACIFIC COAST"	"OANFA"	26th February.

For Freight, apply to

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Hongkong, 6th January, 1906.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	9th January.
YOKOHAMA and KOBE	"TAIYUAN"	9th "
CEBU and ILOILO	"KAIFONG"	11th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

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Steamship.	Tons.	Captain.	For	Sailing Dates.
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Hongkong, 6th January, 1906.

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G. DE CHAMPEAUX,
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Hongkong, 3rd January, 1906.

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PRIME AUSTRALIAN BEEF,
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MARRONS GLACES.
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NOUGAT.
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LOWNEY'S.
PETER'S.

AT MODERATE PRICES.

ASSORTMENT FRENCH BISCUITS, CHAMPAGNE, PORT WINE, SHERRY, LIQUERS, BRANDY, WHISKY, &c., &c., from the most renowned Houses in France and other foreign countries.

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[1225—D]

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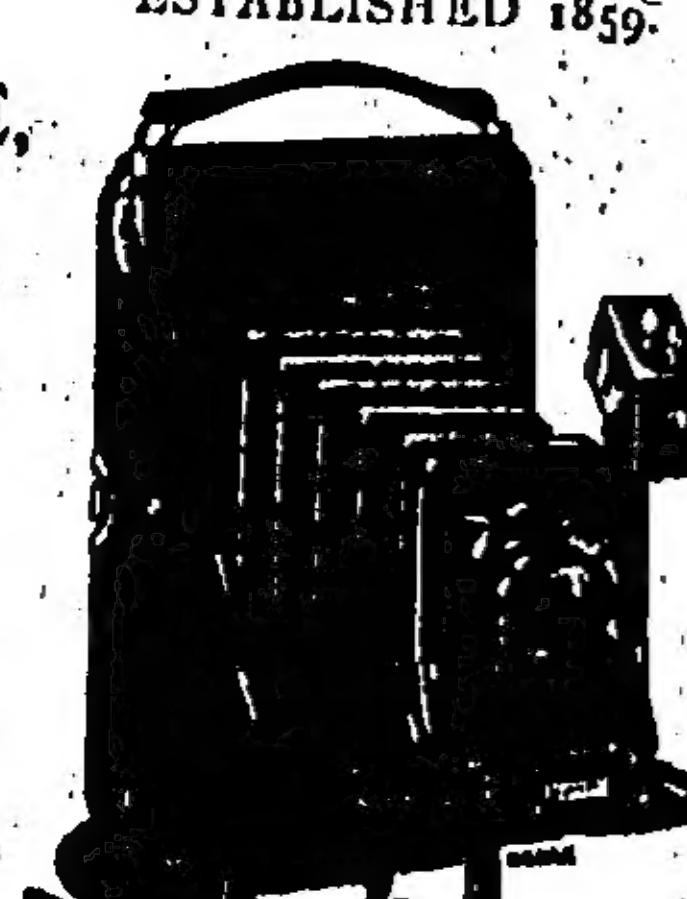
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SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	LAST DIVIDEND AT WORKING ACCOUNT.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS
RANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ 1/- @ exchange 1/10 for first half-year 1905	{ 1895 sales London £941
National Bank of China, Limited	99,925	\$7	\$5	\$200,000	\$41,768	\$2 (London 3/6) for 1905	\$38 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$30	\$30	{ \$1,600,000 \$147,895	\$211,540	\$20 for 1904	6/-
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$90,000 \$169,215 \$202,455 \$296,955	Nil	\$4 for year ended 30.1.1905	51/2%
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$100,000 \$10,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	51/2%
Union Insurance Society of Canton Limited	10,000	\$250	\$100	{ \$40,000 \$331,453 \$1,043,930 \$1,152,304	\$2,339,112	\$4 for 1904	51/2%
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$750,000	\$486,284	\$12 and \$3 special dividend for 1903	81/2%
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8%
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$218,093	\$360,372	\$34 for 1903	500 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	\$300
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000	\$31 for year ended 30.6.1905	\$5	\$20 sales
Hongkong, Canton & Macao Steamship Co., Ltd.	20,000	\$15	\$15	\$145,376	\$1 for first half-year 1905	91/2%	\$361 buyers
Indo-China Steam Navigation Company, Limited	6,000	\$10	\$10	{ \$241,150 \$3,999	\$4,433	{ 12/- @ 1/10 = \$6,29,51 for 1904	{ \$92
Shanghai Tug and Lighter Company, Limited	200,000	\$10.50	\$10.50	{ \$1,25,000 \$400,000	Tls. 43,762	{ Interim of Tls. 2 for 1905	7%
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$1,444	/107,815	{ Interim of Tls. 18 for 1905	8%
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$65,000	\$929	{ 1/- (Coupon No. 6 for 1905)	41%
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,755	\$21,231	\$10 for 1904	51/2%
Taku Tug and Lighter Company, Limited	30,000	\$11.50	\$11.50	{ Tls. 105,479 Tls. 28,100	Tls. 4,333	Interim of Tls. 2 for 1905	91/2%
PEPPERMINTS.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	\$205
Lunn Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	\$3 for 1897	\$25 sales
Penang Sugar Cultivation Company, Limited	7,000	\$15.50	\$15.50	Tls. 100,000	Tls. 3,773	Tls. 24 for year ending 31.12.01	Tls. 62
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$80,000 \$26,011	\$13,355	Final of 1/- (No. 5)	Tls. 9 sales
Oriental Consolidated Mining Company, Limited	500,000	\$2	\$2	none	G 672,093	Final of 50 cents making G \$1 for 1905	G. \$161
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$4,873	Dr. 2,745	No. 12 of 1/- = 48 cents	\$44 buyers
DOCKS, WHARVES & GODOWNS.							
Farnham, (S. C.) Hoy & Co., Limited	55,200	Tls. 100	Tls. 100	\$1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10%
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	{ \$1.75 for 1904 on old capital First year	{ \$118 ex div. \$241 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$18,750 \$10,000	\$29,422	Interim of \$24 for 1905	51/2% buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$100,000	\$50,332	\$6 for first half-year 1905	8%
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$55,500	Dr. 20,260	\$1 for 1903	\$163
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,710 Tls. 50,180	Tls. 10,712	Interim of Tls. 6 for 1905	\$17
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	51/2% buyers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$14,516	\$9,028	\$2 for year ended 30.6.1905	\$28
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ Tls. 34,000 Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	8%
Central Stores, Limited	6,000	\$15	\$12	none	\$1,502	Final of 60 cents making \$1.80 for 1904	\$15
Do. (Founders)	123	\$15	\$12	none	None	Preferential of 7 per cent for 1904	\$24
Do. (New Issue)	24,000	\$15	\$12	none	None	\$5 for first half-year 1905	7%
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$31,087	\$10,126	Interim of Tls. 3 for 1905	\$150 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Interim of \$31 for 1905	\$125 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	\$10,000	Tls. 7,202	Interim of Tls. 5 for year 1905/6	\$100 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,994	First year	91/2% for 1904	\$102
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$50,000	\$11,958	\$1 for 1904	\$13
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	\$3 for 1904	\$41
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000	Tls.		

